Flight
Intermediate
Jet
RI-04S
OFT

Mission

Radio Instruments

RI-04S

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Crew Day/Rest / Nourishment / Hydration)**

TTO

RI-04S

- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Safety**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

Route of Flight

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- **Prepare a cross country DD-175 and Jet Log from Maxwell AFB, AL (MXF) to Eglin AFB, FL (VPS) with alternate airfield of NAS Pensacola, FL (NPA). Expect approaches to VPS & NPA.**

ADMIN

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- **QOD**
  - NATOPS
  - EP
  - SOP
- HSI failure

Practice

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- **Complete DD-175 / Single-engine jet log**
- **Checklists**
- **Instrument communications**
- **ATC clearance**
- **ITO**
- **SID**
- **Radial intercept**
  - **Double-the angle off the bow**
  - **30-degree angle of intercept**
  - **TACAN/VOR intercept (outbound, 45-degree)**
  - **After station passage intercept**
- **Ground Speed Checks**
- **Lost communications**

Practice (cont)

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- **Wind drift correction**
  - **Wind drift correction diagram**
  - **Wind drift correction procedures**
- **ILS approach partial panel**
- **Flight instrument emergencies**
- **TACAN / VOR DME approach partial panel**
- **Missed approach**
- **No gyro GCA**

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Practice:

a. Complete DD 175 with single-engine jet log
b. Checklists
c. Instrument communications
d. ATC clearance
e. ITO
f. SID
g. Radial intercept
h. Groundspeed checks
i. Lost communications
j. Wind drift correction
k. ILS approach partial panel
l. Flight instrument emergencies
m. TACAN/VOR DME approach partial panel
n. Missed approach
o. No gyro GCA

STANDARD DEBRIEFING FORMAT

RI-04S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned